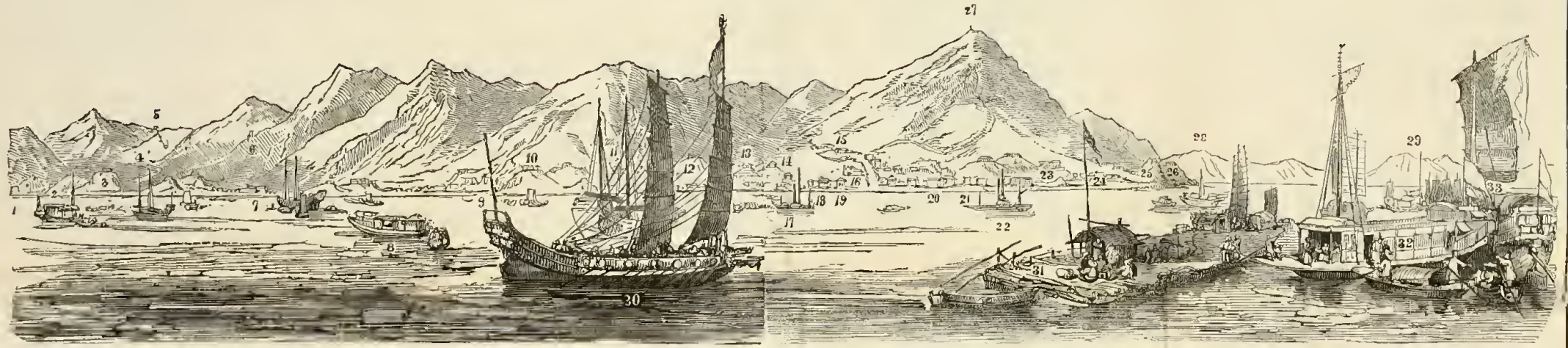


Royal Panorama,  
VIEW OF THE ISLAND AND



Leicester Square.  
BAY OF HONG KONG.



- |                                |   |  |                       |                          |  |  |
|--------------------------------|---|--|-----------------------|--------------------------|--|--|
| 1. Mr. Matheson's New House.   | 7. Mr. Gillespie's Stores, to the right of which are War-Junks. | 12. Sir Henry Pottinger's.                                       | 17. Memnon Steamer.   | 22. Vixen Steamer.       | 27. Victoria Mount.                                  | 31. Raft and Group of Chinese at Dinner. |
| 2. Captain Morgan's House.     | 8. Mandarin Boat.   | 13. Mr. Pinder's, Harbour-Master.                                | 18. Victoria Hotels.  | 23. The Market Place.    | 28. Island of Coweehow.                              | 32. Mandarin Boat.                       |
| 3. The Chinese School.         | 9. Canton Bazaar.   | 14. Mr. Johnson's, Civil Governor.                               | 19. Danish Consul's.  | 24. Chinese Town.        | 29. Island of Lantao, or Tyno.                       | 33. Trading Junk.                        |
| 4. The Happy Valley.           | 10. Lord Saltoun's House.                                       | 15. Major Caine's, the Military and Civil Magistrate. The Jails. | 20. Auckland Hotel.   | 25. Possession Mount.    | 30. Opium Boat, called, by the Chinese, "Smug" Boat. |  |
| 5. Captain Morgan's Residence. | 11. Adjutant-General's.   | 16. Roman Catholic Church.                                       | 21. Old London Hotel. | 26. West Point Barracks. |  |  |
| 6. The Monk's Rock.            |   |  |                       |                          |  |  |



- |   |  |  |   |   |                                    |                                    |
|---|--|--|---|---|------------------------------------|------------------------------------|
| 34. North Passage, leading to Canton River. | 37. Granito Quarries, or Wouchow Island. | 41. Agincourt, Flag Ship of Sir T. Cochrane. | 44. Cornwallis, Flag-Ship of V. A. Sir W. Parker. | 48. Kow-loon.   | 51. Salt Junks.                    | 55. Chop Boat.                     |
| 35. Opium Clipper.                          | 38. Opium Clippers.                      | 42. Jupiter and Belloisle.                   | 45. Wasp.   | 49. Original Chinese Fort, called, by the English, Fort "Victoria." | 52. Eastern Passage.               | 56. Bay of Victoria, or Hong Kong. |
| 36. Phlegathon Steamer.                     | 39. Modeste.                             | 43. Main Land, under which is Pirato's Bay.  | 46. Nemesis Iron Steamer.                         | 50. Trading Junks.  | 53. Kellett's Island.              | 57. Junk, from Cochin China.       |
|   | 40. Royalist and Lorne.                  |  | 47. Kow-loon Peak.                                |   | 54. San Pans, or Three-plank Boat. | 58. Fishing Boats.                 |



52. Junks.

53. Western Passage.

54. Mallett's Island.

55. Pans, or Three-plank Boat.

55. Chop Boat.

56. Bay of Victoria, or Hong Kong.

57. Junk, from Cochin China.

58. Fishing Boats.



# DESCRIPTION

OF

## A VIEW

OF

### THE ISLAND AND BAY

OF

# HONG KONG;

NOW EXHIBITING

AT

THE PANORAMA, LEICESTER SQUARE.

---

PAINTED BY THE PROPRIETOR,

ROBERT BURFORD;

THE FIGURES BY H. C. SELOUS;

*From Drawings, taken by Lieut. F. J. WHITE, Royal Marines,*

IN 1843.

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London:

PRINTED BY J. MITCHELL AND CO. (LATE BRETTELL),  
RUPERT STREET, HAYMARKET.

1844.

IN THE UPPER CIRCLE,  
A VIEW OF THE  
RUINS OF THE TEMPLES  
OF  
B A A L B E C,  
IN SYRIA.



AND,  
IN THE SMALL CIRCLE,  
A VIEW OF  
**The City of Baden Baden.**

## HONG KONG.

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HONG KONG, or Heong Keong, the Island of Crystal Streams, so called from the many fine streams of clear fresh water that flow in all directions, is the first permanent settlement that the British have obtained in China during a commercial intercourse of more than two centuries with the Celestial Empire. The Island is the most northerly of a group, called by the Chinese the Thousand Islands, that stud the estuary of the Tigres, or Canton River. It is about 37 miles E.N.E. of the Portuguese settlement of Macao, and nearly 90 from Canton, and is divided from the mainland of China by a narrow strait opening into, and forming one of the most extensive, as well as one of the best protected Harbours on the coast. The convenience of its situation, and the safety of its Harbour, were the inducements that led to its selection, as a rendezvous for British ships and subjects, during the continuance of hostilities with China, and afterwards to the demand that it should be granted as a permanent place of settlement. Its importance as a rendezvous for the mercantile community must be evident to every person, as it gives to our merchants an entire independence of the Chinese, as well as the Portuguese authorities, to whom they were in a great measure subject when residing at Canton and Macao.

The Panorama is taken from a commanding situation in the Harbour, and embraces a very considerable extent of view. On the south, is the Island, presenting the whole of the new Town of Victoria, already rising into consequence. Streets of commodious houses, in every style of architecture, several Churches and Chapels of different denominations, Wharfs, Stores, and innumerable cottages and huts of the Chinese, stretch along the shore, in an irregular manner, a distance of more than two miles; whilst various little eminences, rising at intervals, are crowned by buildings of considerable size, among which the Government House is conspicuous, from its flag-staff with the British ensign, as are several charitable Institutions, from their size and situation; the whole is backed by a range of high, rugged, and barren hills, of every variety of character, and every diversity of colour, forming an imposing back-ground, and contrasting finely with the pleasing appearance of the Town. To the north, the mainland of China presents a few buildings about the small Town of Kow-loon, and a

succession of lofty Hills and Mountains, as far as the eye can reach, some rising suddenly from the water's edge, and towering to an immense height, the rugged and stern character of which gives grandeur to the scene, and produces a sublime effect. The whole of the immense bay between these two points is entirely covered by Ships and craft of every description; large heavy-built, and wretchedly appointed War Junks, offering a strange contrast to the beautiful symmetry and correct proportions of the contiguous British Men-of-War; finely carved and painted Mandarin-Boats, fishing and fast Boats, San-pans, and every kind of Chinese Boat, many of which are so close to the spectator, as to afford an interesting insight into the manners, customs, and costume of this singular people.

The circumstances that led to the occupation of Hong Kong, which were important and interesting, not only to Great Britain, but to the world at large, are too recent and well-known to require more than a very brief notice. The repeated insults, annoyances, and unjust exactions to which the British merchants had quietly submitted for a long series of years, especially since the opening of the China Trade in 1834, at last, through the insolence of the government, and the arrogance and impudence of the Mandarins, arrived at such a pitch as to threaten the total extermination of the whole foreign community. Affairs were at last brought to a crisis, by the close imprisonment of the British Representatives, and other merchants, in the Factories, for two months, until they were at last obliged to yield to the demands of the Chinese, and permit the seizure, by Commissioner Lin, of all the Opium in the Canton River, valued at two millions sterling. The trade being thus completely at an end, and all negotiations for its resumption unavailable, the merchants, &c., were ordered to rendezvous at Hong Kong, as it then became imperative that prompt and vigorous measures should be immediately taken for a more intimate intercourse, which should place the trade on a firm and lasting footing, or that it should be altogether abandoned.

In the year 1840 a British Naval and Military force, consisting of three line of Battle Ships, two Frigates, fourteen other vessels, and four armed steamers, carrying about 3000 military, arrived, much to the surprise and alarm of the Chinese, in the Canton River. The campaign was opened on the 5th of July, when British cannon, for the first time, wrested from his Celestial Majesty a portion of his dominions, the Chusan group, with the strong, and, until then considered, impregnable City of Tinghai. Negotiations followed these active measures, and were continued for several weeks, but it soon became apparent that no faith could be placed in the Chinese. The Mandarins, through whom alone official communications could be made, misrepresented every thing to serve their own purposes, and at the same time were strengthening their defences, preparing fire-ships, poisoning wells, sending poisoned tea for sale, and issuing furious edicts for the extermination of the Barbarians. The truce being thus annulled, the British force, on the 7th of January, 1841, attacked and took the Bogue Forts, which led to the immediate signing of a preliminary treaty, one article of which was, the cession of Hong Kong as a permanent settlement to the British, to which place, the fleet having returned, it was formally taken possession of, on the evening of the 26th of January, by Sir G. Bremer. A division of Marines were landed, and the Union Jack

hoisted on Possession Mount, under a royal salute from all the Ships of the Squadron and the troops on shore. Captain Elliot nominated himself governor pro tem., and appointed various officers to carry on affairs.

Far, however, from matters being finally settled, it was soon found that the Chinese had again successfully deceived the Plenipotentiaries. The treaty was not ratified, nor the trade opened, but the forts were repaired, forces concentrated, and large rewards offered for destroying British Ships or Seamen—100,000 dollars for a Man-of-war, 50,000 for the Commodore, Captain Elliot, or Mr. Morrison, down to 50 for a Lascar or Sepoy. Keshen, in his report at this time to the Emperor, recommends all intercourse with the British to be prohibited, “so that their stock of Tea and Rhubarb should soon be exhausted, and they would be all submission, so that the Emperor would have merely to bend down their heads and pin them by the collar, so that they would have to pay gold and silver for the Tea and Rhubarb, instead of deluging the land with Opium, and carrying away Sycee silver in exchange; for they subsist day by day on Beef and Mutton, after which they take the divine medicines, Tea and Rhubarb, to ensure a proper action of the bowels, without which they would die.”

On the 26th of February the Campaign was again opened, by the reduction of the Forts of the Bocca Tigris, and by the 18th of March every Fort was taken and every Junk destroyed on the river as far as Canton, that City alone being spared at the intercession of the Hong merchants. Negotiations were again opened with new Commissioners; but it being found that 50,000 Tartar Troops were introduced into the City, and that preparations were making for firing the Fleet, Canton was attacked, the defences destroyed, and the City alone saved from pillage by a ransom of six millions of dollars, and the enforcement of the previous treaty. Two-thirds of the ransom having been paid, the expedition again returned to Hong Kong, where, during the summer, great sickness and loss of life took place, both in the Army and Navy.

Three months having passed without the treaty having received the imperial signature, it was determined again to open hostilities, and force compliance, if necessary, even in the capital of the empire. In August, Amoy was taken; and in October, Chusan, Chinhae, and Ning-po, where the troops went into quarters for the winter. In the meantime every thing proceeded with the greatest activity at Hong Kong, under the direction of G. Johnson, Esq., deputy superintendent of trade; roads were formed, forts built, and two batteries for heavy pieces erected at the extremity of the southern coast; and no sooner did the Chinese perceive that the British invested a large capital in the soil, than they followed their example, and with such extraordinary celerity were the building operations carried on, that in little more than two months, at least two hundred brick tenements were erected, besides bridges, roads, drains, and other works.

In March 1842, the British defeated the élite of the Chinese army, near Ning-po, shortly after occupied Chapoo, the great mart of trade with Japan; and, after reducing every fort in their passage, on the 9th of August anchored off Nanking, the ancient Capital of China, and the second City of the Empire in extent and population. The Emperor, now



seriously alarmed, gave full powers to three commissioners, at any sacrifice, "to put an everlasting stop to war;" and the first treaty of peace England ever formed with China was signed by the imperial Commissioners, three of the highest nobles in the land, in the cabin of a British 74, H.M.S. Cornwallis, on the 29th of August, 1842, two hundred miles within their greatest river, and under the walls of their ancient capital. The treaty was highly favourable to the British, embracing the payment of 21 millions of dollars, the opening of five ports for trade, and the cession in perpetuity of Hong Kong to Her Majesty. For "the said barbarians begged that Hong Kong might be conferred on them as a place of residence; the Shewei Hanling and his colleagues, as the barbarians had already built houses on Hong Kong, and yet could beg for favour, granted that they might dwell there." (Report of the imperial Commissioners.)

The important consequences that may be expected to flow from a peaceful and unrestricted intercourse with the vast population of the Empire, and the conducting of trade on terms of fair and honourable reciprocity, must be highly beneficial to both nations. Hong Kong will be a free port, and will attract shipping from all parts of the world, and doubtless will soon transfer the trade from Macao. Merchants will make it their rendezvous and residence, the Chinese will become the carriers between them and Canton, and commerce will pour wealth into the coffers of the Empire at the same time that it enriches the stranger.

The Island of Hong Kong is of irregular shape, about nine miles in length, varying from two to six in breadth. It is traversed by a connected ridge or cluster of high and rugged hills and mountains, from 500 to 2000 feet in height. On the northern side, that seen in the Panorama, they rise very near the shore, and present a rocky and barren appearance; large masses of granite project in fantastic and picturesque forms, the intervals giving shelter to herbage, fern, and bushwood; in many parts they fall perpendicularly into the sea, in others form vallies, or leave a shelving shore of some extent. The southern side is far more picturesque and pleasant than the north, and is perhaps more healthy, but it is exposed to the fury of the south-west monsoon; the land is more level, and the native villages better built; and it has two or three good bays, especially Ty-tam and Chuck-py-wan, the latter being a great resort of fishing boats, which are numerous on the coast. Magnificent granite quarries are found all over the island, so that fortifications, wharfs, and houses can be erected at a comparatively small expense, as labour is very cheap. The supply of fresh water is abundant at all seasons; a particularly fine torrent, called the Heong Keong, which gives name to the island, flows a considerable distance, and then falling over some shelving rocks, makes its way to the sea. Three streams also intersect the town at nearly equal distances. The quantity of land under cultivation is about fifteen mows of 1000 yards square each, principally rice and vegetables. The island is by no means well wooded, but in the vallies some trees of size are found, they consist of a species of Scotch fir, palms, bananas, plantains, wild pomegranate, and mangos; other vegetable productions are lichees, peaches, longans, oranges, pears, pine apples, sweet



potatoes, and yams. The animals are deer, armadillos, land tortoises, and snakes, not venomous, pheasants, partridges, quails, and snipes.

It is to be feared that the climate is not salubrious; there is on the face of the hills a rank vegetation, and the ground after much rain becomes elastic and boggy; this, however, will be in a great measure remedied, when less rice is grown and the land better drained. At present there is much malaria, and fevers appear to be endemic. The British suffered severe losses in the summers of 1841 and 1843. The climate is so variable, that the thermometer frequently ranges from ten to twenty degrees in the twenty-four hours, being in summer generally from 80 to 98. Cold blasts of wind and heavy falls of rain are followed in quick succession by a burning hot sun, and the poorest natives endeavour to guard against these sudden changes, by so regulating their clothing, that at one period of the day they wear the thinnest habiliments, and at another woollen or fur, or a succession of garments.

When the British took possession of the island in 1841, the population was estimated at about 4,500, and about half that number living in boats; the latter portion was, however, shortly increased to a complete floating town, by the thousands who came to traffic. Vast numbers have since settled from Kow-loon, and other parts, houses having been built, which they eagerly take at a large rent, and are industrious, obliging, friends to good order, appear well satisfied with their change of masters, and will probably rank as some of the most quiet, happy, and best-conducted of the subjects of the British government. The population is now at least 30,000.

The new town of Victoria is well situated, facing the harbour. Where two years before there was not a house, Sir H. Pottinger on his arrival being obliged to reside in a tent, are now extensive wharfs, stores, forts, long streets, a bazaar, and a market,—works of no small importance, considering the impediments that were to be overcome in the shape of small hills, headlands stretching into the sea, and other natural obstacles that had to be removed. From the water's edge the land slopes gently upwards; a fine military road, sixteen yards broad, has been formed, upwards of 3,000 yards of which is completed, and it is to pass entirely round the island. Houses, principally of granite, covered with red tiles, are rapidly rising on either side, and some neat streets, of one story erections, in the Chinese taste, branch at right angles from it, where space will admit. Roads also branch off to Ty-tam and Chuck-py-wan, traversing the hills by extensive cuttings, the earth filling up the hollows so as to make them nearly level. Between the road and the water are many extensive godowns and warehouses, and on the hills behind are several bungalows and country houses of the functionaries, built at considerable elevation, to command fresh air and good views. Amongst the most prominent of the public buildings are the Government House, the Court House and Jail, the Baptist Chapel, the Church and premises of the Catholics, Morrison's Education Society, and the Medical, Missionary, and Seamen's Hospitals, some of them fine erections, on commanding elevations. The Chinese town, to the east of the Government Hill, is neat and clean, and the whole together contains at least 12,000 inhabitants.

The defences of the island, although not yet complete, are sufficient to guard against surprise; various forts and barracks are built where required round the island, and a line-of-battle ship and two or three brigs are stationed near the main land. When the Expedition took its final departure from China, Dec. 20, 1842, the forces left under the command of General Lord Saltoun consisted of 1,250 effective men, being part of the 55th and 98th regiments, a company of Royal Artillery, the right wing of the 41st Madras Native Infantry, a company of Gun Lascars, and one of Madras Sappers and Miners.

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*Mr. BURFORD feels it his duty to state, as an erroneous impression is entertained by some portion of the Public, that the Panoramic Views are a species of scene-painting, coloured in distemper, or other inferior manner, that such is not the case—that they are all painted in the finest oil, colour, and varnish, that can be procured; and in the same manner as a gallery picture.*

## DESCRIPTION OF THE PLAN.

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### No. 1.—*Mr. Matheson's,*

Situated at the eastern extremity of the harbour; a magnificent building in the Corinthian style, surrounded with the richest foliage of the East.

### No. 3.—*School for Chinese Boys.*

An extensive establishment maintained by private contributions, in which about one hundred boys are clothed, boarded, and educated—some of whom, although not more than twelve months in the school, can read from an English book as clearly and with as good an emphasis as most English boys who had been five times that term at school. The house is kept in excellent order, and the boys are very neat and clean in their persons, and careful of their books, of which each has a small collection. Few have any desire to return to their former homes, although at liberty to do so; and they laugh much at the absurdities and ridiculous ceremonies of their former religion.

### No. 4.—*The Happy Valley.*

A beautiful spot in the interior, running from North to South. It is well wooded, and a fine stream of water rising in the hills, passes through a village at its southern extremity, and falls into the sea opposite Kellett's Island. Captain Morgan has erected several fine and commanding dwellings in the valley.

### No. 6.—*The Monk's Rock,*

So called from its singular shape, which bears a striking resemblance to a holy friar.

### No. 7.—*War Junks.*

The "soldier ships" are about two hundred tons burden; they have two or three masts, with a large mat sail to each. Their form is rather more compact than that of the trading junks, but still very awkward and unwieldy, a vast deal of timber with little firmness of construction, or principle in workmanship; the bulwarks are high towards the ends of the vessel, but are cut away in the centre, where the guns are ranged. The guns are few in number, and inconsiderable in size, being rarely above 12-pounders, and are mounted on wooden carriages, incapable of elevation or depression; abaft the main-mast is a cabin, the arched roof of which rises three or four feet above the deck; the arch is continued aft about ten feet, and forms a deck magazine.

### No. 9.—*Canton Bazaar.*

A large native bazaar, well supplied with manufactures of all descriptions from all parts of China, &c.

### No. 14.—*Mr. Johnson's.*

Mr. Johnson was the Deputy-Superintendent of Trade at Canton; he received the appointment of Civil Governor of Hong Kong, and to his active exertions and unwearying care is to be attributed the rapid rise of the Town of Victoria, and the improved appearance of all parts of the island.



### No. 15.—*Major Caine's, and the Jails.*

The jails were one of the first important erections of the British; they are strong buildings, of granite, and were found to be of infinite service in the early days of the settlement, from the number of lawless and ruffianly characters who visited the island. Major Caine is the civil and military magistrate.

### No. 16.—*Catholic Church.*

The Catholic Church, although neither very large nor handsome, is, from its situation, a very conspicuous building. Adjacent is the residence of the Catholic missionaries, of whom there are about twenty, and about as many Chinese and Japanese converts.

### No. 23.—*The Market Place.*

A large area, covered in, and well protected from the weather; it is divided into separate markets for fish, flesh, poultry, fruit, and vegetables, every thing having set prices. It is plentifully and well supplied, both by the native inhabitants and from the mainland.

### No. 24.—*Chinese Town.*

A vast number of the natives from various parts of China have settled in Hong Kong; those resident in Victoria inhabit houses built somewhat in the Chinese taste, forming a small town. At present they adhere strictly in their acts, usages, and amusements, to whatever is old; this overcome, which it shortly will be, they will become a different race. In size they are not generally inferior to Europeans, many are strongly limbed, and possess considerable lightness of motion and agility, and are noted for patient diligence, perseverance, and industry.

### No. 26.—*West Point Barracks,*

The most extensive on the island. They have a wide colonnade round them affording protection from the powerful rays of the sun. The naval commissariat, and the residence of the commissary of the navy, is situated on the beach below the barracks; beyond is the western passage into the bay.

### No. 29.—*Lantao.*

The Island of Lantao is a remarkable object, not only from its very great height, but from its singular appearance; the rough and barren rock rises abruptly from the river, and appears in some parts to overhang its base.

### No. 30.—*Opium or Smug Boats.*

The opium boat may very appropriately be termed the war galley; they vary in length from 50 to 90 feet, and pull from 30 to 60 oars. They are hatched where the rowers sit, and are armed with one or two brass guns in the bow, and six or eight gingals, a long gun carrying a leaden ball of two ounces, mounted on the gunwales. The crew wear conical caps, formed of basket work of rattan, which will resist the blow of a cutlass. Their shields, which are formed of the same materials, painted with various devices, are about three feet in diameter; they present a curious appearance, being hung in a line outside the boat. The same description of vessel is used for mandarin fast boats; but from the superiority of the crew, in the many skirmishes that took place, the former were mostly victorious.

### No. 31.—*Raft, and Group of Chinese at Dinner.*

A large iron pot is placed on the deck, and the crew, being furnished with basins and chopsticks, squat round it: they are then supplied by the person nearest it with the contents, shrimps, pickled seaweed, pork, and various other messes; and it is curious to see the vast quantity of rice which each crams into his mouth at once, holding the basin close to his lips, and shovelling it in with the chopstick.

### No. 32.—*Mandarin Boat.*

These boats are very beautifully ornamented with carved work and paintings; the apartments within are commodious and handsomely furnished, the walls being hung with family and other portraits &c., painted on glass.

### No. 33.—*Trading Junk.*

The traders are perhaps as curious objects as any to be seen, they vary from 100 to 1000 tons; some are crescent shaped, some formed like a shoe; their draught is light, and their capacity for stowage great; they have three masts, with large mat sails, which are very dexterously managed by means of lines attached to the ends of the bamboos which traverse them from top to bottom, at three or four feet distance; these lines all meet, and are attached to a single rope which runs through a block, and is made fast to the side, or to the tiller, and is managed by the man or woman at the helm. The smaller class of boats and junks are frequently propelled in calms by a long scull at the stern, which at the same time serves for a rudder. Every boat, however small, has its joss-house, containing a figure of Bhud, or some other grotesque god, before which are placed saucers of fruit and meat, and cups of tea and sam-tshu, a spirit distilled from rice, the only one made in China, with which the people frequently become intoxicated.

### No. 43.—*Pirates' Bay.*

A portion of the mainland, under which is Pirates' Bay, so called from being the rendezvous of the opium smugglers and river pirates, a numerous and very ferocious body, who alike attack natives or foreigners, and commit the most cruel barbarities.

### No. 44.—*The Cornwallis,*

The flag-ship of Vice-Admiral Sir W. Parker. The anchorage for the men of war is on the opposite side of the bay to Hong Kong, under the peninsula of Kow-loon—it being more sheltered from the north-east—from which point the typhoons commence; it is also more out of the way of the trading vessels' passage, and small craft, the owners of which will sell the spirit called sam-tshu to the crews, which is always readily purchased, although its pernicious qualities are well known.

### No. 48.—*Kow-loon.*

Opposite to the north-east extremity of Hong Kong is the small town of Kow-loon, from which the fleet derived abundant supplies. A peninsula of considerable extent, with only a few Chinese hamlets upon it, runs from the town in a south-easterly direction, and being level ground, would prove of immense advantage if it were attached to Hong Kong. The Chinese still retain possession of the town, in which they have a square fort, and a battery of eleven guns, facing the eastern passage, which might considerably annoy vessels entering; two other forts faced the island, which have been destroyed. Kow signifies winding; loon, or lung, a dragon, as applied to a winding range of hills on the main land, which fancy has likened to a dragon. Lin occupied Kow-loon, early in 1839, with a considerable body of troops; and it was here that hostilities first commenced, in consequence of his having prohibited the supply of provisions to the fleet. On the 5th of September, Captain Douglas, with the boats of the Cambridge, and Captain Smith, with the Louisa Cutter, and a squadron of boats, attacked and destroyed several large Junks.

### No. 50.—*Trading Junks.*

These junks are from the north of China, Chusan, Amoy, &c.; they differ much from other trading junks, being better built, and more ship-shape; they also carry cotton top and studding-sails.

### No. 51.—*Salt Junks.*

The salt, which is a royal monopoly, is conveyed in boats of about 100 tons, built in a crescent shape, and floating high out of the water; in some the projecting sterns rise at least 40 feet above the surface. They are built of pine, neatly put together and varnished: they have a solitary mast about 90 feet high, without shroud or stay.

### No. 53.—*Kellett's Island.*

A small rock in the bay, on which a fort has been constructed and a few guns mounted, which command the entrance to the bay and the town of Cowloon.

### No. 54.—*San-pans.*

The San-pans, or three plank boats, are a class of small boats that are very numerous in all parts of the Canton River, plying across or between the numerous ships and the shores. They are generally worked by one, or sometimes two Tartar women, who live entirely in them, sleeping at night under a sliding bamboo roof. They have the appearance of a long boat cut short, their greatest breadth being at the stern, which forms a semicircle. They move with considerable velocity, and are guided with much tact.

### No. 56.—*Bay of Victoria, or Hong Kong.*

The strait which separates Hong Kong from the mainland is not, at its western entrance where it is completed by some small islands, more than one mile wide, when it suddenly opens into a noble bay, at least three miles across; at the eastern extremity, by the irregularities of the coast, it again becomes so narrow as to be completely land-locked, but in rough weather, owing to foul winds and adverse currents, the entrance is difficult to make. The harbour, thus formed, probably cannot be surpassed by any other in the world, not only by reason of the great number of ships of all classes it can accommodate, but also from its anchorage, which is good in all parts, being better protected from typhoons, and other sudden changes of weather, than any other on the coast of China. The depth of water, close to the island, is sufficient for a 74 to anchor within a cable's length of the shore, which must be a great commercial acquisition. Here for many months the opium mart had its head-quarters; hither it was brought from India, and deposited in the Hercules and Lintin store-ships, which represented the British and American interests, and was thence transhipped in fast boats for the coast.

Perhaps no harbour in the world presents more to amuse a foreigner; the bustle amongst the boats, which are beautifully managed, is extraordinary, the beating of tom-toms and gongs, when they are about to make a passage, awful; the Chin Ching Joss, for a prosperous voyage, is also an invariable ceremony, which consists in setting light to variously shaped bits of paper, coloured and gilt, and throwing them into the water, at the same time firing bundles of crackers.

### No. 57.—*Junk from Cochin China.*

These junks are employed in carrying grain from the south, returning from the northern provinces laden with salt, which is there made on the coast in vast quantities, by the sea water being filtered through mounds of earth, or by allowing the water to evaporate in the sun in wooden tanks, the salt crystallizing on the planks.

### No. 58.—*Fishing Boats.*

The fishing boats are of large size, 25 to 30 tons, with either two or three masts, and the common fore and aft mat sails of China. They usually sail in pairs for mutual assistance in fishing, which is done by dragging a large net between them. The Chinese seas are said to contain a far more abundant supply of fish, and of a superior quality, to any found in the known world.